completion during 2005-06 and the remaining section willl be completed inthe coming years as per availability of resources

Effect on rail network due to climatic change

1943, SHRI PRAMOD MAHJAN: Will the Minister RAILWAYS be pleased to stale:

(a) whether climatic changes over the next 30to50 years would affect the rail nerwork in the country;

(b) whether sea between Kochi and Mumbai is rising funs increasing the repair and maintenance cost of (he rail project;

(c) if so the details there: and

(d) Governments' plans to rectify the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS(SHRI R VELU):(a)to(d)Normallyi matic changes over the subcontiment in the scale of 30 to 50 years are not likely' to effect t3.he rail nerwork. to any signficant level There have been no variations obrseved in repair and *maintenance costs of rail projects which can be related to any chage in* sea level on westem coast Some recntly reported studies have predicted that temperiures could rise by 3 to 4'Celsius, sea level ciould rise in seuthem pemisuler india and monsoonl rains could withess 10 to 30% increcase by end of 21st century Howeever these studies are indicative only
at this stage. Constution and maintenance practices will adapt to the situations arising over the time.

Japanese loan for dedicated fireight corridor project

1944. SHRI GIREESH KUMAR SANGHI;
DR.T.SUBBARAMI;

Willi (he Minister of RAILWAYS be pleased to state:

(a) whether japanese offer of a cheao loan to Railways much hyped dedicated freight corridor project has not been seriousty cinsudered by Railways;

(b) whether loan was offered at aninterest rate of 0.45 per cent but with a condition that Railways would source 30per cent of equipment repuired from Japan:

(c) if so, what were main reasons Railways have decided to explore other international funding agencies as well;

(d) whether any concrete efforts from other international sources have also been considered; and

(e) if so, by what time final decision in this project is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. It has been agreed between the Govt, of India and Japan in the Joint Statement of the two Prime Ministers signed on 29.04.2005 that the feasibility of a dedicated high axle load freight corridor project for'Delhi-Mumbai and Delhi-Howrah sectors of Indian Railways utilizing the Japanese STEP (Special Terms of Economic Partnership) YEN loan shall be examined. A proposal for carrying out a development study for the dedicated freight corridor project has since been posed to Japan International Cooperation Agency (JICA) on 07.07.2005.

(b) There is no offer of Loan so far. However, normally under the STEP Yen loan scheme., 30% of the loan would be tied to procurement from Japan. The loan covers up to 85% of the total project cost with an interest rate of 0.4% and repayment period of 40 years including 10 years grace period.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise. Feasibility study of the Project is in hand at present.

Passenger Reservation Systems

1945. SHRI B.J. PANDA:
MS.PRAMILABOHIDAR:

Will the Minister of RAILWAYS b? pleased to state:

(a) whether it is a fact that the East Coast Railway (ECoR) proposes to open more Passenger Reservation Systems (PRS) to help the commuters of the State;

(b) if so, the details thereof;

(c) what is the existing number of reservation facilities, so far, commissioned by the ECoR; and